REMARKS

The Office Action mailed on February 18, 2009 has been reviewed. Claims 1, 3-37 are pending in this application. In order to expedite prosecution, claims 1, 5-7, 10, 15-16, 22, 26, 29, 32-33, and 36-37 are amended as shown above. No new matter has been introduced by these amendments.

Examiner Interview Summary

Applicant's representatives Joseph P. Kendrick (Registration Number 53,109) and Wade A. Whisenant (Registration Number 59,593) thank Examiner Magloire for the opportunity to discuss aspects of the subject application in a telephone interview on May 12, 2009 at 1:30 pm EST.

During the above referenced interview, the 102 and 103 rejections were discussed. Also, claim amendments to claim 5, representative of proposed claim amendments to the entire claim set were discussed. Also, the Schwob reference was discussed. Examiner Magloire indicated that the claim amendments proposed to claim 5 would overcome the current 102 rejection and amendments similar to those proposed for claim 5 could also overcome the current 102 and 103 rejections for the other claims.

Applicants believe that the substance and scope of the telephone interview on May 12, 2009 with respect to this application is accurately captured in the summary above and arguments below.

Rejections Under 35 U.S.C. § 102

Claims 1, 3-14, and 16-37 were rejected under 35 USC § 102(b) as being anticipated by Schwob (U.S. Patent No. 5,393,713). The Applicant respectfully traverses this rejection. In order to expedite prosecution, claims 1, 5-7, 10, 15-16, 22, 26, 29, 32-33, and 36-37 are amended. The amendments are designed to be consistent with the amendment of claim 5 discussed in the examiner interview summarized above, where the Examiner indicated the proposed amendment would overcome the 102 rejection of claim 5 based on Schwob.

Claims 1 and 3-4

Claim 1 has been amended to recite a device having:

> a database of radio frequency information stored as a function of radio frequency; and
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> a circuit coupled to the database and operating one or more algorithms for accessing the database as a function of an input radio frequency signal and generating a display signal as a function of the input radio frequency signal and a current position signal for an aircraft, the display signal including aircraft communication information and aircraft navigation information from the database.

Support for these amendments to claim 1 can be found at least on page 8, line 8 through page 10, line 30. The application teaches that "for a given frequency at a given position, much of the information shown in the display 14 of Figures 2, 3, and 4 is determined by reference to a look-up table as a function of the aircraft's current position" at p. 9, lines 8-11. The aircraft communication information and aircraft navigation information stored in the database are described in the specification as including information such as primary and standby station types, station identifiers, facility names, runway designation numbers and runway final approach courses. See, Specification, page 9, lines 11-22.

The Applicant respectfully asserts that Schwob does not teach all of the limitations to amended claim 1. Schwob does not pertain to aircraft. Schwob does not teach the generation of a display signal as a function of an input radio frequency signal and a current position signal for the aircraft, the display signal including aircraft communication information and aircraft navigation information from the database. For at least these reasons, Schwob does not teach the device of claim 1. Schwob instead teaches "[a] broadcasting system capable of automatically or semi-automatically updating its database and using the database to identify received broadcasting stations, and search for stations according to user-chosen attributes and current data." See, Schwob, Abstract. Schwob teaches a "receiver [] capable of receiving current location information within

the received data stream, and also of determining the current location of the receiver by using a received station attribute." See, Schwob, Abstract. Schwob also teaches that "[t]he receiver is capable of identifying and searching for, any station in any band the receiver is capable of receiving." See, Schwob, Abstract.

The current amendments further distinguish claim 1 from the teachings of Schwob by indicating that a portion of the database is accessed using the input radio frequency signal and the current position signal for the aircraft. The accessed portion of the database is used to generate a display signal that includes aircraft communication information and aircraft navigation information from the database.

Schwob does not teach a database containing aircraft communication information and aircraft navigation information. Nor does Schwob teach the generation of a display signal containing aircraft communication information or aircraft navigation information. Thus, claim 1 is drawn to a novel and nonobvious device and is not anticipated or rendered obvious by Schwob. For at least this reason, claim 1 is allowable. Claims 3-4 are dependent on claim 1 and are allowable for at least the same reasons as claim 1. Reconsideration and withdrawal of the 102 rejection of claims 1 and 3-4 is respectfully requested.

Claims 5-9

Claim 5 has been amended to recite an aircraft frequency identifier for an aircraft, including:

> a database of stored radio frequency information; and
> a processor coupled to the database and operating one or more algorithms for generating a display signal as a function of an input radio frequency signal and a current position signal for the aircraft, the display signal including aircraft communication information and aircraft navigation information from the database.

These amendments to claim 5 are supported at least by the same sections of the specification cited above with reference to claim 1. The Applicant respectfully asserts that Schwob does not teach all of the limitations to amended claim 5. The current

amendments further distinguish claim 5 from the teachings of Schwob for reasons similar to claim 1 above. Schwob does not teach a database containing aircraft communication information and aircraft navigation information. Nor does Schwob teach the generation of a display signal containing aircraft communication information and aircraft navigation information. Thus, claim 5 is drawn to a novel and nonobvious aircraft frequency identifier device for an aircraft and is not anticipated or rendered obvious by Schwob. For at least this reason, claim 5 is allowable. Claims 6-9 are dependent on claim 5 and are allowable for at least the same reasons as claim 5. Reconsideration and withdrawal of the 102 rejection of claims 5-9 is respectfully requested.

Claims 10-14

Claim 10 has been amended to recite a device, including:

> a database of radio frequency information stored as a function of radio frequency and a current position of an aircraft; and
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> a processor having a first input structured to receive a signal indicative of an input radio frequency and a second input structured to receive a signal indicative of the current position of the aircraft, the processor coupled to the database and operating one or more algorithms for retrieving a portion of the radio frequency information as a function of a signal indicative of an input radio frequency received on the first input and a signal indicative of the current position of the aircraft received on the second input, the portion of the radio frequency information including aircraft communication information and aircraft navigation information.

These amendments to claim 10 are supported at least by the same sections of the specification cited above with reference to claim 1. The Applicant respectfully asserts that Schwob does not teach all of the limitations to amended claim 10. The current amendments further distinguish claim 10 from the teachings of Schwob for reasons similar to claim 1 above. Schwob does not teach the retrieval of a portion of the radio frequency information from the database, the portion of the radio frequency information including aircraft communication information and aircraft navigation information. Thus, claim 10 is drawn to a novel and nonobvious device and is not anticipated or rendered

obvious by Schwob. For at least this reason, claim 10 is allowable. Claims 11-14 are dependent on claim 10 and are allowable for at least the same reasons as claim 10. Reconsideration and withdrawal of the 102 rejection of claims 10-14 is respectfully requested.

Claims 16-21

Claim 16 has been amended to recite an aircraft frequency identifier, including:

> a means for storing radio frequency information;
> an accessing means, coupled to the storing means, for accessing the stored radio frequency information as a function of an input radio frequency signal and a current position signal for an aircraft; and
> an output signal generating means, coupled to the accessing means, for generating an output signal as a function of the accessed radio frequency information, the output signal including aircraft communication information and aircraft navigation information.

These amendments to claim 16 are supported at least by the same sections of the specification cited above with reference to claim 1. The Applicant respectfully asserts that Schwob does not teach all the limitations of amended claim 16. The current amendments further distinguish claim 16 from the teachings of Schwob for reasons similar to claim 1 above. Schwob does not teach a portion of the radio frequency information including aircraft communication information and aircraft navigation information. Nor does Schwob teach an output signal including aircraft communication information and aircraft navigation information. Thus, claim 16 is drawn to a novel and nonobvious device and is not anticipated or rendered obvious by Schwob. For at least this reason, claim 16 is allowable. Claims 17-21 are dependent on claim 16 and are allowable for at least the same reasons as claim 16. Reconsideration and withdrawal of the 102 rejection of claims 16-21 is respectfully requested.

Claims 22-25

Claim 22 has been amended to recite a device, including:

> database means for storing radio frequency information as a function of radio frequency and a current position of an aircraft; and
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> processor means for receiving a first signal indicative of an input radio frequency and a second signal indicative of the current position of the aircraft, the processor means coupled to the database means for retrieving a portion of the radio frequency information as a function of a first signal indicative of an input radio frequency and a second signal indicative of the current position of the aircraft, the portion of the radio frequency information including aircraft communication information and aircraft navigation information.

These amendments to claim 22 are supported at least by the same sections of the specification cited above with reference to claim 1. The Applicant respectfully asserts that Schwob does not teach all the limitations of amended claim 22. The current amendments further distinguish claim 22 from the teachings of Schwob for reasons similar to claim 1 above. Schwob does not teach a portion of the radio frequency information including aircraft communication information and aircraft navigation information. Thus, claim 22 is drawn to a novel and nonobvious device and is not anticipated or rendered obvious by Schwob. For at least this reason, claim 22 is allowable. Claims 23-25 are dependent on claim 22 and are allowable for at least the same reasons as claim 22. Reconsideration and withdrawal of the 102 rejection of claims 22-25 is respectfully requested.

Claims 26-31

Claim 26 has been amended to recite a method of identifying an aircraft frequency, including:

> storing radio frequency information;
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> accessing the stored radio frequency information as a function of an input radio frequency signal and a current position signal of an aircraft; and
>
> generating an output signal as a function of the accessed radio frequency information, the output signal including aircraft communication information and aircraft navigation information.

These amendments to claim 26 are supported at least by the same sections of the specification cited above with reference to claim 1. The Applicant respectfully asserts that Schwob does not teach all the limitations of amended claim 26. The current amendments further distinguish claim 26 from the teachings of Schwob for reasons similar to claim 1 above. Schwob does not teach the generation of an output signal including aircraft communication information and aircraft navigation information. Thus, claim 26 is drawn to a novel and nonobvious method and is not anticipated or rendered obvious by Schwob. For at least this reason, claim 26 is allowable. Claims 27-31 are dependent on claim 26 and are allowable for at least the same reasons as claim 26. Reconsideration and withdrawal of the 102 rejection of claims 26-31 is respectfully requested.

Claims 32-35

Claim 32 has been amended to recite a method of identifying an aircraft frequency, including:

> storing radio frequency information in a database as a function of radio frequency and a current position of an aircraft;
>
> receiving in a processor a first signal indicative of an input radio frequency and a second signal indicative of the current position of the aircraft; and
>
> retrieving from the database a portion of the radio frequency information as a function of a first signal indicative of an input radio frequency and a second signal indicative of position, the portion of the radio frequency information including aircraft communication information and aircraft navigation information.

These amendments to claim 32 are supported at least by the same sections of the specification cited above with reference to claim 1. The Applicant respectfully asserts that Schwob does not teach all the limitations of amended claim 32. The current amendments further distinguish claim 32 from the teachings of Schwob for reasons similar to claim 1 above. Schwob does not teach storing radio frequency information in a database as a function of radio frequency and a current position of an aircraft. Nor does

Schwob teach retrieving a portion of radio frequency information from a database, the portion of the radio frequency information including aircraft communication information and aircraft navigation information. Thus, claim 32 is drawn to a novel and nonobvious method and is not anticipated or rendered obvious by Schwob. For at least this reason, claim 32 is allowable. Claims 33-35 are dependent on claim 32 and are allowable for at least the same reasons as claim 32. Reconsideration and withdrawal of the 102 rejection of claims 32-35 is respectfully requested.

Claim 36

Claim 32 has been amended to recite a method of providing information to a user, including:

> manually tuning a radio to a desired frequency;
> receiving current position information for an aircraft;
> accessing a database having information corresponding to multiple frequencies, wherein a subset of such information associated with the manually tuned frequency at the received current position information for the aircraft is retrieved as function of the manually tuned frequency and the current position information for the aircraft, the subset of such information including aircraft communication information and aircraft navigation information; and
> displaying the subset of information in conjunction with the manually tuned frequency.

These amendments to claim 36 are supported at least by the same sections of the specification cited above with reference to claim 1. The Applicant respectfully asserts that Schwob does not teach all the limitations of amended claim 36. The current amendments further distinguish claim 36 from the teachings of Schwob for reasons similar to claim 1 above. Schwob does not teach a subset of information corresponding to multiple frequencies including aircraft communication information and aircraft navigation information. Thus, claim 36 is drawn to a novel and nonobvious method and is not anticipated or rendered obvious by Schwob. For at least this reason, claim 36 is allowable. Reconsideration and withdrawal of the 102 rejection of claim 36 is respectfully requested.

Claim 37

Claim 32 has been amended to recite a method of providing information to a user, the method comprising:

> manually tuning a radio to a desired frequency; receiving current position information for an aircraft;
>
> accessing a database having radio frequency information corresponding to multiple frequencies at various locations, wherein a subset of such radio frequency information associated with the manually tuned frequency at the received current position information for the aircraft is retrieved as function of the manually tuned frequency and the current position information for the aircraft, the subset of radio frequency information including aircraft communication information and aircraft navigation information; and
>
> displaying the subset of radio frequency information in conjunction with the manually tuned frequency.

These amendments to claim 37 are supported at least by the same sections of the specification cited above with reference to claim 1. The Applicant respectfully asserts that Schwob does not teach all the limitations of amended claim 37. The current amendments further distinguish claim 37 from the teachings of Schwob for reasons similar to claim 1 above. Schwob does not teach a subset of information corresponding to multiple frequencies including aircraft communication information and aircraft navigation information. Thus, claim 37 is drawn to a novel and nonobvious method and is not anticipated or rendered obvious by Schwob. For at least this reason, claim 37 is allowable. Reconsideration and withdrawal of the 102 rejection of claim 37 is respectfully requested.

Rejections Under 35 U.S.C. § 103

Claim 15 was rejected under 35 USC § 103(a) as being unpatentable over Schwob. The Applicant respectfully traverses this rejection. In order to expedite prosecution, claims 10 and 15 are amended. The amendments are designed to be consistent with the amendment of claim 5 discussed in the examiner interview

summarized above, where the Examiner indicated the proposed amendment would overcome the 102 rejection of claim 5 based on Schwob.

As noted above, claim 10 has been amended to recite a device, including:

> a database of radio frequency information stored as a function of radio frequency and a current position of an aircraft; and
>
> a processor having a first input structured to receive a signal indicative of an input radio frequency and a second input structured to receive a signal indicative of the current position of the aircraft, the processor coupled to the database and operating one or more algorithms for retrieving a portion of the radio frequency information as a function of a signal indicative of an input radio frequency received on the first input and a signal indicative of the current position of the aircraft received on the second input, the portion of the radio frequency information including aircraft communication information and aircraft navigation information.

These amendments to claim 10 are supported at least by the same sections of the specification cited above with reference to claim 1. The Applicant respectfully asserts that Schwob does not teach all of the limitations to amended claim 10. The current amendments further distinguish claim 10 from the teachings of Schwob for reasons similar to claim 1 above. Schwob does not teach the retrieval of a portion of the radio frequency information from the database, the portion of the radio frequency information including aircraft communication information and aircraft navigation information. Thus, claim 10 is drawn to a novel and nonobvious device and is not anticipated or rendered obvious by Schwob. For at least this reason, claim 10 is allowable. Claim 15 is dependent on claim 10 and is allowable for at least the same reasons as claim 10. Reconsideration and withdrawal of the 103 rejection of claim 15 is respectfully requested.

CONCLUSION

Applicant respectfully submits that claims **1 and 3-37** are in condition for allowance and notification to that effect is earnestly requested. If necessary, please charge any additional fees or credit overpayments to Deposit Account No. 502432.

If the Examiner has any questions or concerns regarding this application, please contact the undersigned at the telephone number listed below.

Respectfully submitted,

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/ J. Patrick Kendrick /
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